

1st TIME

School of Motoring

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Cockpit Drill (DSSSM)

Doors

- Check they are closed by pulling on door
- Look in mirrors – check sides of car for flush fitting - check mirrors and blind spots before opening doors

Seat

- Move forwards or backwards by pulling up lever (as shown)
- Your left leg should have slight bend when you fully depress the clutch
- The seat back can usually be adjusted by turning a knob on the side
- Adjust head restraint height to ensure your head and neck are protected

Steering Wheel

- Check height of steering column and adjust if necessary
- Loosely slide hands around steering wheel arms should be slightly bent

Seat Belt – Driver responsible for self and passengers under 14 yrs

- Pull down seat belt with left hand
- Make sure it isn't twisted as you fasten the belt
- Give it tug to make sure it is working correctly
- When you release the seatbelt feed it back – or it could bang into the window

Mirrors

- Rear view mirror is made of flat glass – gives a true image
- Adjust it to give the best view of your rear window but try not to touch the glass just use the edges of the mirror.
- Door mirrors – convex glass - vehicles will appear further away than they actually are
- **NEVER** adjust any mirrors while driving

NOW CHECK - HANDBRAKE IS ON AND GEAR IN NEUTRAL



Study

Highway Code Rules
89, 90-96, 97, 99-101

Law

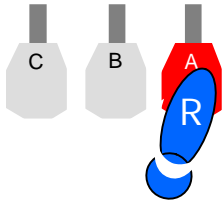
Highway Code Rules
92, 95, 96, 99-101

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Controls

Accelerator (Gas Pedal)



Used by the right foot only

When pressed down it produces more power from engine.

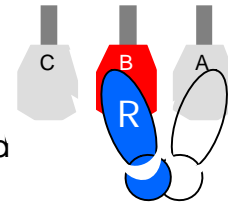
The more pressure the faster the engine will go.

Brake (foot)

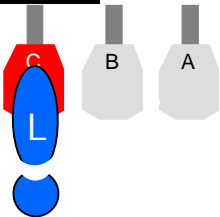
Also used by right foot by pivoting the foot from the gas pedal

The pressure used should be progressive and gentle.

The red rear brake lights are activated when this pedal is used



Clutch



Used by left foot only

When pedal is pressed the link between the engine and driving wheels is broken; this allows you to change gear and stop the car without stopping the engine (stalling)

The 'Biting Point' can be found when the two clutch plates meet. - this is when the engine tone changes. Clutch control is used to move the car very slowly. Always raise clutch pedal slowly and under control

Handbrake (Parking Brake)



The handbrake must always be on before you start the car and when you stop the car. To operate, press in the button with your thumb and at the same time pull the lever up to apply the brake. To release it place your thumb on the button, lift the lever up very slightly, press the button in and lower the lever to the floor.

The button releases a ratchet in the system and allows you to move the lever **ALWAYS** press the button in before you raise to avoid damaging the ratchet.



Study

Highway Code Rules

117, 121, 122

Law

Highway Code Rules

123,

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Gears

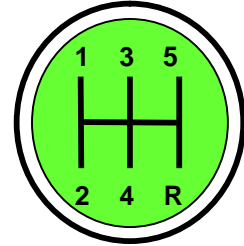
There are usually 5 gears on a car as well as a reverse. We usually move off in 1st gear (lowest gear) and move up as we increase speed. 5th gear is the least powerful and is used for cruising at higher speeds.

The gear lever shows gears 1 to 4 in the shape of an 'H'.

To select a gear you first push the clutch down all the way to the floor, then using the palm of your hand push the gear lever into position. For 1st gear use your palm to push the gear lever away from you to the left and forward. For 2nd gear keep your palm away from you and pull the lever backwards, keep 'palming' away from you to avoid going into 4th gear. Select 3rd gear by moving the lever towards you into neutral then up into 3rd position, be careful not put too much pressure towards to or you will select 5th by mistake. 4th gear is selected by pulling the gear lever back towards you. Gear changes should be smooth

Neutral should always be selected when you stop the car and always make sure the car is in neutral before starting the engine.

Gear changes will become easier with practice and you will also begin to listen to the tone of the engine so that you will know the appropriate time to change gear.



An example of appropriate gears for the speed is shown in the diagram.

When increasing speed it is usual to change gear in order, ie 1st to 2nd to 3rd and so on, but when slowing down we use the brakes first to slow the engine down so sometimes we can miss out some gears ie can go from 4th to 2nd if the engine has slowed down enough by the brakes

Gear	Power	Speed	MPH
1	High	Low	0-10
2	↓	↓	10-25
3			20-40
4	30-50		
5	Low	High	40-70
R	High	Low	0-5

Study



Law

Controls (cont'd)

Steering Wheel

The steering wheel turns the front wheels. Imagine there is a clock face on the steering wheel, your hands should be at 10 to 2.

Always keep both hands on wheel unless you are:-

changing gear

using ancillary control,

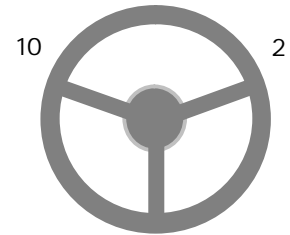
NEVER take both hands off wheel

Use PULL-PUSH method don't cross hands

Use smooth continuous movements not small

Never dry steer

Don't let the steering wheel slip back through your fingers



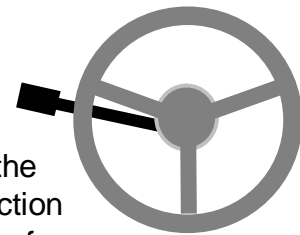
Indicators

These are operated by a stalk which is usually on the left of the steering column. Gently push it up or down in the same direction you will be moving the steering wheel ie up for right and down for

left. The stalk may also operate other functions such as lights, full beam so be careful not to move it forward and backwards unnecessarily.

A warning signal will show on the dashboard usually by a flashing arrow in the direction you are indicating.

Indicators usually cancel themselves once you straighten up the steering but if not make sure you do so manually.



Study

Highway Code Rules

103,

Law

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CONTROLS (cont'd)

There are many other controls.

Lights are often on the same stalk as the indicators, although sometimes they are on a separate switch on the dashboard.

Windscreen wipers are usually on a stalk on the opposite side of the steering wheel to the indicators. There are different speeds depending on how heavy the rain is, different cars vary.

The horn. Use the horn only while your vehicle is moving and when you need to warn other road users of your presence. Never sound your horn aggressively.

You **MUST NOT** use your horn

- while stationary on the road
- when driving in a built-up area between the hours of 11.30 pm and 7.00 am except when another road user poses a danger.

Starting the Engine



Insert Key

Check steering isn't locked – turn wheel L & R slightly until the key will turn to the 1st position which will unlock the wheel if locked. Then turn further to 2nd position – the interior lights and electric windows can now be used. Turn to the 3rd position and some dashboard lights come on but soon go off. The Handbrake light should remain on at this stage. Turn the key further against a spring then release the key as the engine fires

If any lights remain on – investigate before moving away.

To turn the engine off turn the key in the opposite direction,



Study

Highway Code Rules

110, 112, 113-116

Law

Highway Code Rules

112, 113-116, 236

Mirrors – Vision & Use

Mirrors are fitted to ensure you have a view of the road and traffic behind and can act upon what you see.

The interior mirror is made of flat glass and what is seen is a true picture

The door mirrors are made of convex glass and therefore vehicles and other road users will actually be closer than they appear.

Effective observations should be made by checking your mirrors regularly (approximately every 6-10 seconds), but particularly when you spot a potential hazard may affect your course or speed.

For example, check your mirrors **before** :-

Direction changes

Overtaking

Signalling

Slowing down or speeding up

Look in your mirrors in good time so you have time to think and act upon what you have seen

Mirror checks are part of the MSM(PSL) routine (Mirror – Signal – Manoeuvre (position – speed - look))



Study

Highway Code Rules

159, 161

Law

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Mirrors Signal Position Speed (gear) Look

Mirrors Check interior mirror and the relevant door mirror (eg left mirror if turning left)

Signal Always on approach to junctions, but if stopping or moving away, a signal is only needed if there is anyone to benefit from a signal

Position Move into the relevant position, ie just left of the centre line if you are turning right. If you are turning left, you should stay in your normal driving line (1 metre away from the kerb)

Speed (gear) Reduce your speed as applicable, if you are turning left or right and it is safe to continue, 10-12 mph is applicable. Once you have slowed to this speed you can then change gear, usually 2nd). If vision is not clear, you should slow down to stop or to 5 mph and select 1st gear.

Look Take a final look in the relevant door mirror and a final look into your new road

The MSPSL routine must be carried out **before** :-

Changing **Direction** (ie driving around parked vehicles, junctions)

Changing **Speed** (slowing down/speeding up)

Signalling

Overtaking

Also : On approach to potential hazards eg pedestrian crossings, cars pulling out, children playing



Study

Highway Code Rules

103, 104, 105,

Law

Highway Code Rules

124

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Moving Off

To help you remember the sequence for moving off use **POM**. You will also be using the **MSM(PSL)** routine as mentioned previously.

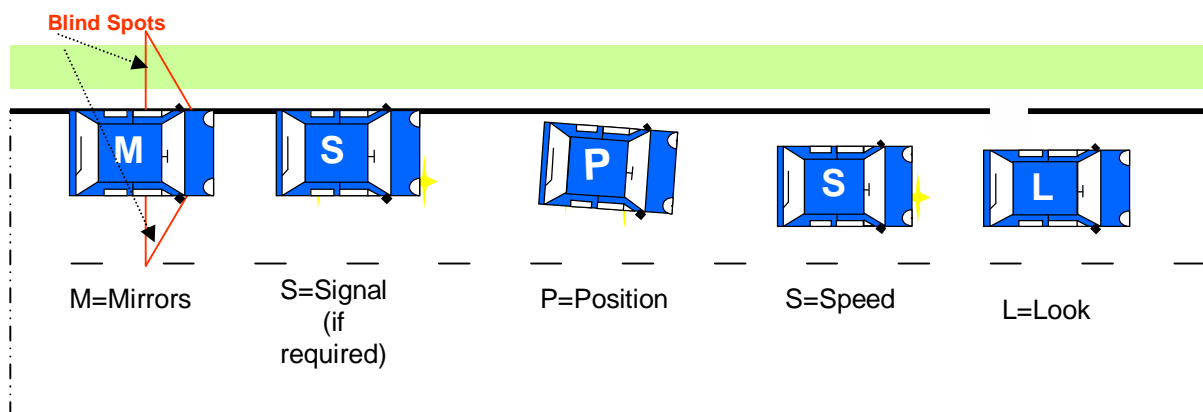
P – Prepare – Select appropriate gear (normally 1st if going forwards), set the gas and find the biting point

O- Observe – all round checks (**M**) , left blind spot, left door mirror, interior mirror, the road ahead, right door mirror, right blind spot. Apply a signal if it will benefit anyone (**S**).

M- Manoeuvre if safe to do so by releasing the handbrake

The clutch should be kept still at this point until the car starts to move, then slowly release it and add more gas.

Steer out slightly to the right then straighten the steering wheel so that you are approximately 1 metre from the kerb (normal driving position depending on the width of the road) (**P**). Check mirrors again for following traffic and cancel your signal (if necessary) and increase if safe to do so (**S**) (correct gear). Look forward at the road ahead (**L**).



Study

Highway Code Rules

124, 144-158, 159, 160,
161, 226-237

Law

Highway Code Rules

124, 144, 145, 148, 149, 150,
157, 158, 226, 229, 236

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Stopping

To be able to stop safely you need to carry out the **MSMPSL** routine

First check you interior and left side door mirror **(M)**

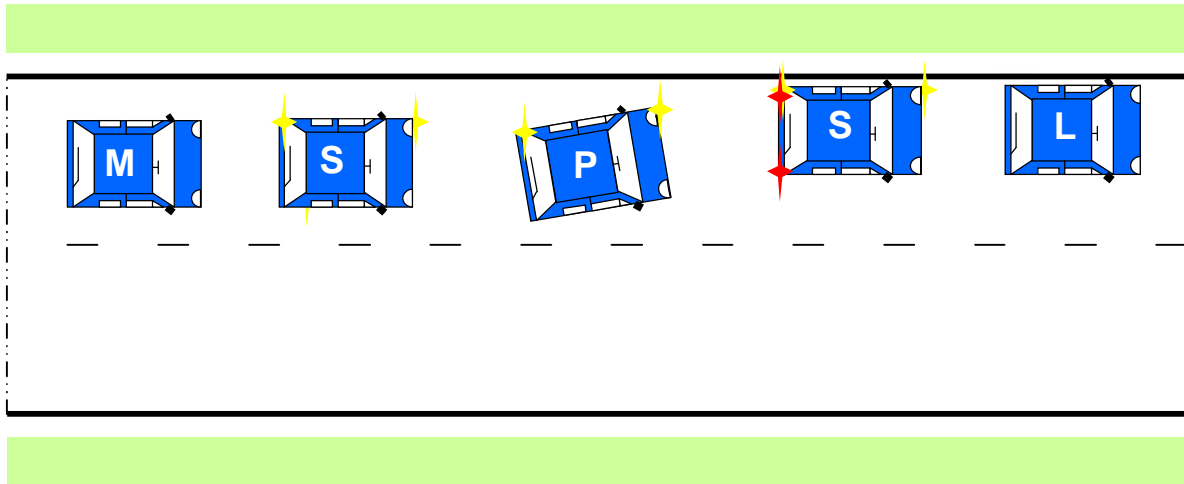
Signal if it will benefit anyone **(S)**

(M) – (P) Position – steer towards the kerb so that you can stop close to and parallel to the kerb.

(S) Speed – ease off the gas then brake progressively with light pressure at first, increasing as the car slows. Check your position and steer as necessary **(L)**. Ease off the brakes slightly as the car comes to a stop to make it a more smooth stop. Press the clutch down just before you come to a stop to prevent you from stalling.

Make sure you keep both hands on the steering wheel until you have come to a complete stop

**Apply your handbrake, select neutral and cancel your signal if applied.
Then you can release your feet from the pedals**



Study

Highway Code Rules

117, 119, 122, 239-245,
248-242

Law

Highway Code Rules

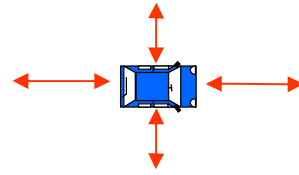
239, 240- 241, 242 , 244,
247- 248- 249, 250

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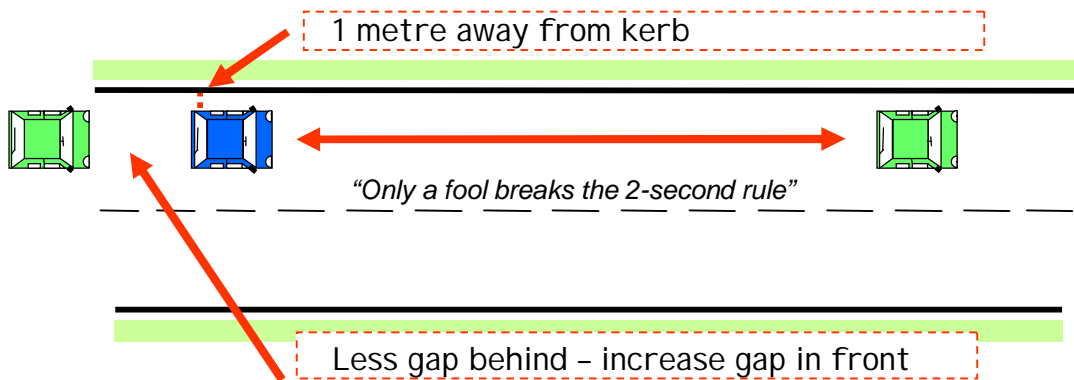
Adequate Clearance

Maintain a safety gap around you at all times



Separation distance

Maintain your overall stopping distance for the speed you are travelling. In good conditions this will require a gap of about 1 metre for each mile per hour of speed. In bad conditions this should be doubled.



Use the '2 second rule' :-

When a vehicle you are following passes a fixed point, ie lamp post or a line on the road, say "Only a fool breaks the 2 second rule". If you get to the fixed point before you have said it, you are travelling too close and should increase your gap by slowing down.

Also, if the car behind is following too close, you should increase the gap in front of you.

cont'd)



Study

Highway Code Rules

126, 152, 153, 155, 212-215

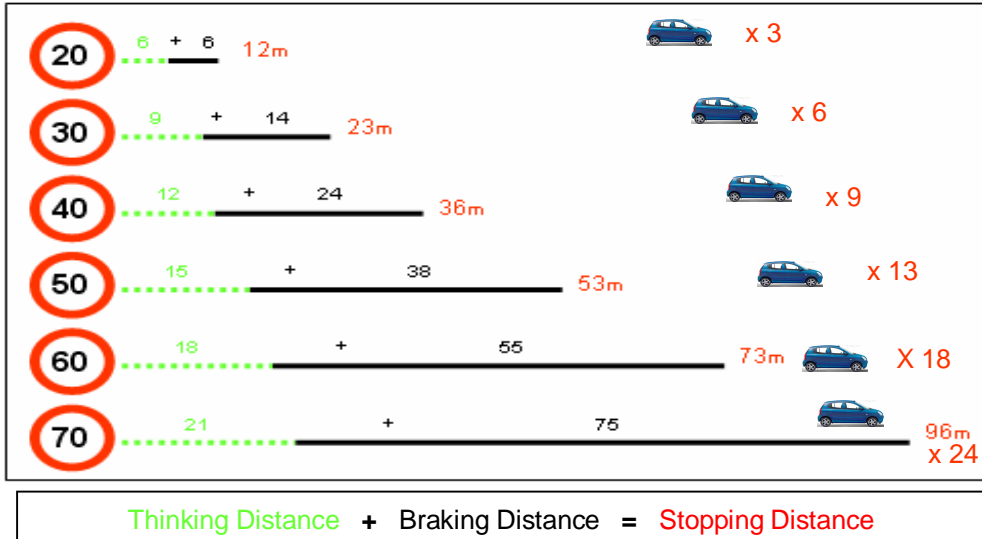
Law

1st TIME

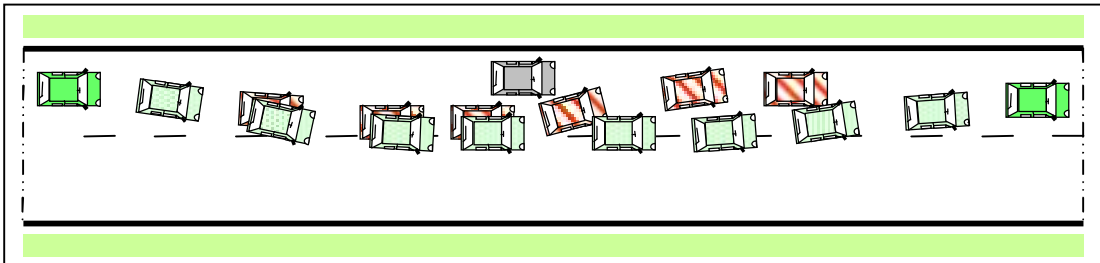
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Adequate Clearance (cont'd)

Stopping Distances



Shaving Vehicles



Passing cyclists, parked vehicles, horses

Give at least 1 metre but remember cyclists and horses may be unstable so more room may be necessary and a slower speed.

The lower the gap, the lower the speed



Study

Highway Code Rules

126, 152, 153, 155, 212-215

Law

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Turning Left from a Major Road into a Minor Road

Always give way to pedestrians who have started to cross

Once in your new road, check interior and right door mirror if safe, add gas to get to appropriate speed

L Look – final check in mirrors and new road

S Speed (and gear) – brake then change gear (see below)

P Position – normal driving line (1 metre from kerb)

S Signal - left

M Mirrors – interior and left door – check for cyclists

Speed – This depends on how sharp the corner is and whether it is safe to turn, ie there are no blockages or pedestrians crossing.

If it is clear, your normal speed would be approx 10-12 mph and in 2nd gear.

You should ensure you are at the correct speed and gear about 1 car length before you start to turn and **always ensure the clutch is all the way up**



Study

Highway Code Rules
127-132, 170, 182-183,
205-209, 211

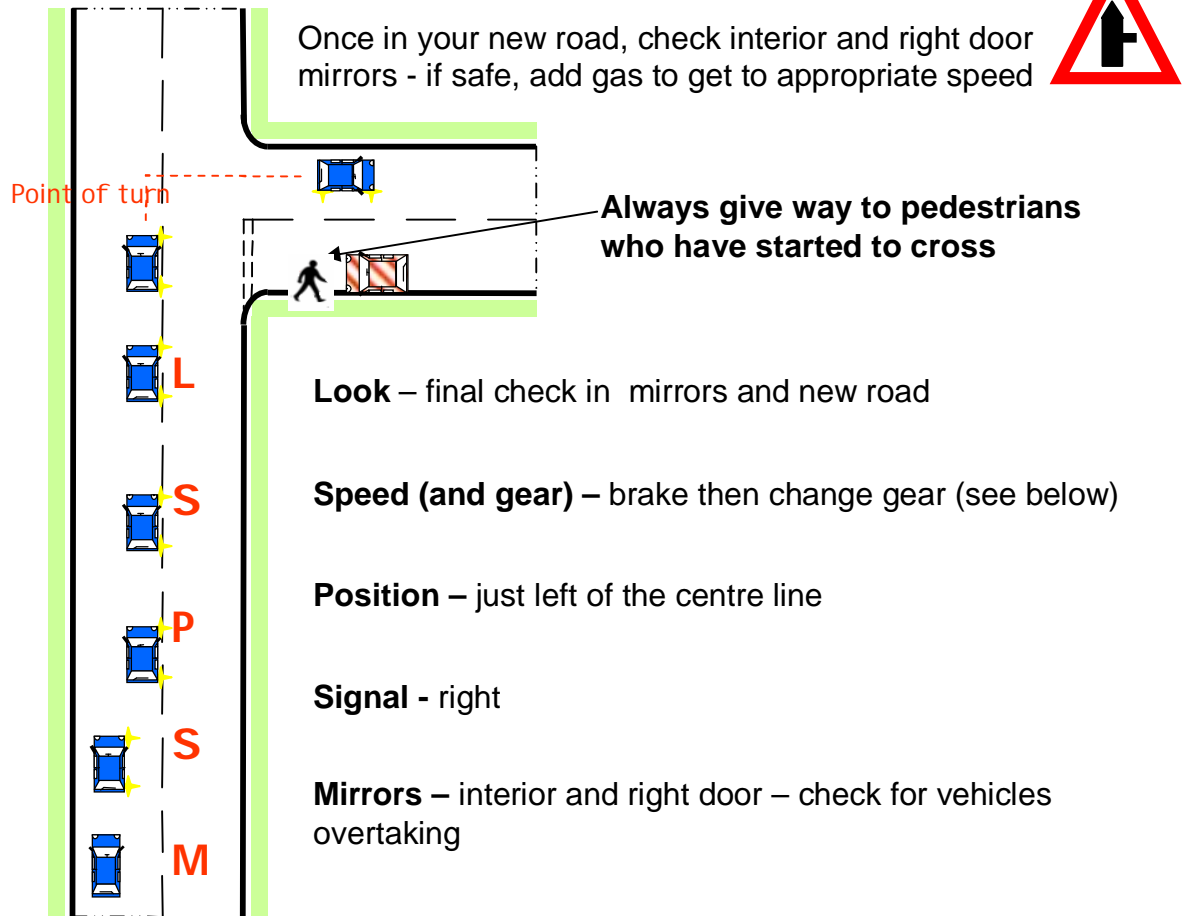
Law

Highway Code Rules
129, 130

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Turning Right from a Major Road into a Minor Road



Speed – This depends on whether there is any oncoming traffic and whether your new road is clear including pedestrians already crossing.

If you can cross safely, your normal speed would be approx 10-12 mph and in 2nd gear. **You should never cause oncoming traffic to slow down or stop because of your actions**

You should ensure you are at the correct speed and gear about 1 car length before you start to turn and **always ensure the clutch is all the way up**



Study

Highway Code Rules
127-132, 179-181,
205-209, 211

Law

Highway Code Rules
129, 130

T-Junctions - Emerging from a Minor Road into a Major Road

Look well ahead to establish whether it is an open or closed junction

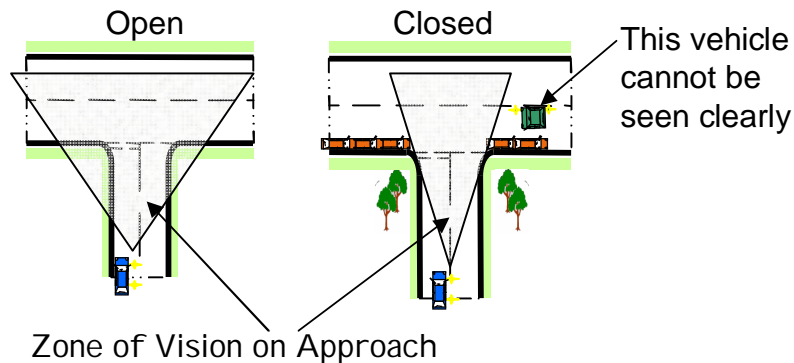
Look for signs and obey if applicable ie, 'Give Way' or 'Stop'

Use the MSPSL routine on approach

Adjust your speed according to the vision in both directions

Take effective observations before turning

If vision is poor you may need to 'creep and peep' or lean forward to get a better view before you decide to turn.



Open junction – can plan ahead early

Closed junction – no clear view so will have to slow down accordingly, either to stop, followed by 'creep and peep' or to 1st gear and continue at creeping speed until you have a clear view

Judge gap by asking if you have time to walk across, you should have time to drive across

Never cause other drivers to slow down or stop because of your action.



Study

Highway Code Rules

171, 172, 175-181,
182-183, 205-209, 211

Law

Highway Code Rules

171, 172, 175, 176, 178



Crossroads

Different types – Marked, unmarked, controlled and staggered

Many accidents are caused at crossroads due to road users not being aware of priorities

Approaching on a Major Road

Check mirrors and ease off the gas in case you need to stop. Glance into the side roads as you approach.

Approaching to Turn Left or Right from Major Road

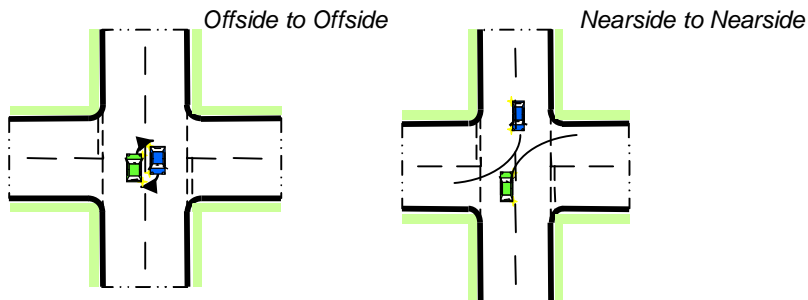
See subjects on 'Turning left or right' but look into *all 3 roads* to check it is safe before you continue.

Approaching from Minor Road

Deal with as explained in T-Junctions but also check the road ahead

If there is a vehicle in the opposite road, check who has priority.

If you are turning right and the vehicle opposite or approaching is also turning to their right, gain eye contact and decide whether you can turn 'offside to offside' as this is the safest way. If not, turn 'nearside to nearside' but continue to take effective observations.



Unmarked crossroads – no one has priority so extra precautions are required



Study

Highway Code Rules

174, 175-178, 179, 181,
182, 183, 205-209, 211

Law

Highway Code Rules

171, 172, 174, 175, 176,
178

Emergency Stop

In normal driving you should not need to brake very firmly. Try to identify and anticipate potential hazards.

Because you make regular mirror checks (every 6-10 seconds), you should already be aware what is around you. You should also scan in your near, middle and far distances anticipating hazards and to avoid possible conflicts.

If you do need to stop in an emergency you will not have time to check your mirrors. The key points are:

- React promptly
- Keep both hands firm on the steering wheel
- Brake firmly and progressively to avoid locking the wheels
- Just before you come to a stop put the Clutch down.
- Apply the handbrake and select neutral
- Before you move off again – ensure you have an all-round look.

Skidding

If your vehicle skids it is usually due to :-

- driver error (Speed / incorrect braking)
- Road conditions (rain, snow, ice)
- Vehicle (faulty tyres)

If you do skid you should release pressure on the footbrake to unlock the skidding wheels, then quickly reapply. Repeat as necessary

Steer to the same direction as your back wheels are going but be careful not to over steer as this will cause another skid. When the wheels are back in line, reapply the footbrake as firmly as is safe



Study

Highway Code Rules
118-122, 119, 120, 126,
214-219, 227, 228, 230-
235, 237

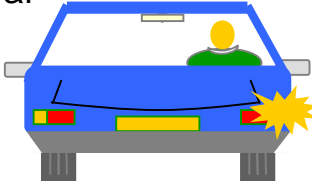
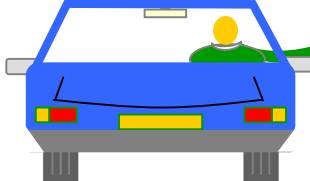
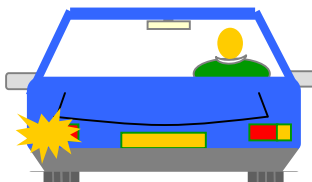
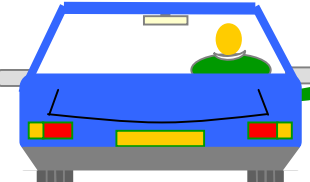

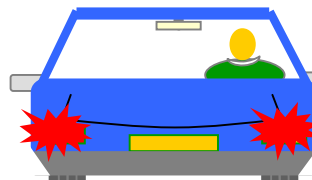
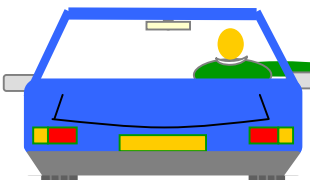

Law

Highway Code Rules

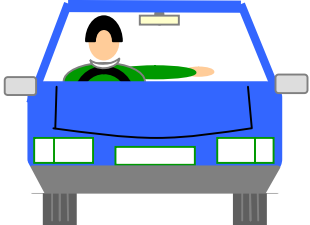
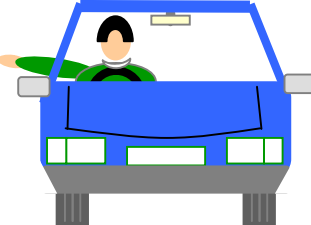
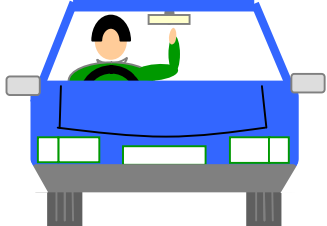
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Signals

By Car		=		By Arm
Turn right				
		=		
Turn left				
		=		
Slow down or stop				

Arm Signal to persons controlling traffic

Turn left		Turn right	
Straight ahead			



Study

Highway Code Rules
103 - 112

Law

Highway Code Rules
105 - 109

Meeting Traffic

Anticipation and forward planning is required at all times

Obstructions on the Left

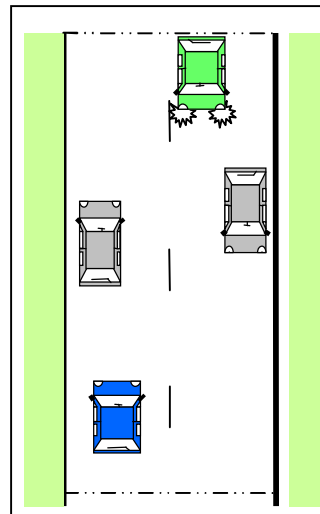
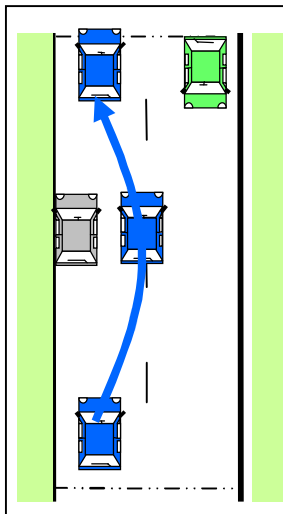
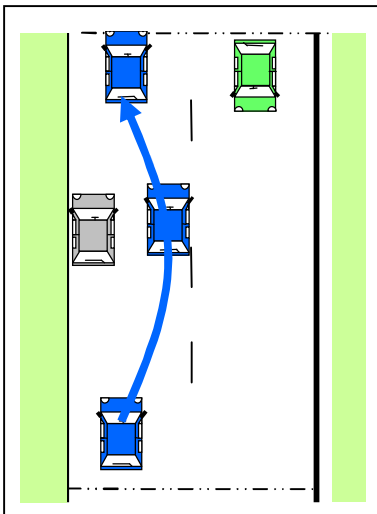
- Give way to opposing traffic, where there is insufficient space to proceed safely

Obstructions on the right

- Even if you have priority, be prepared to stop because the oncoming vehicle may not have seen you.

Obstructions on both sides

- Be prepared to stop
- Gain eye contact if possible
- If you give way, you are the one in control
- Never beckon, or flash your lights as this may be misunderstood by other road users, including pedestrians.
- If the oncoming vehicle flashes to you, make sure they are definitely flashing to you and that it is safe before you proceed, **Don't assume it will be safe**



cont'd)



Study

Highway Code Rules
103, 104, 110-112, 144,
146, 147, 152-156,

Law

Highway Code Rules
112, 144

Meeting Traffic (cont'd)

Approach procedure

Look well ahead to spot obstructions early

Use MSM routine

Signal only if there is anyone in the first parked vehicle

Be prepared to stop

Look for gaps you may need to pull into, or gaps you may need to wait opposite

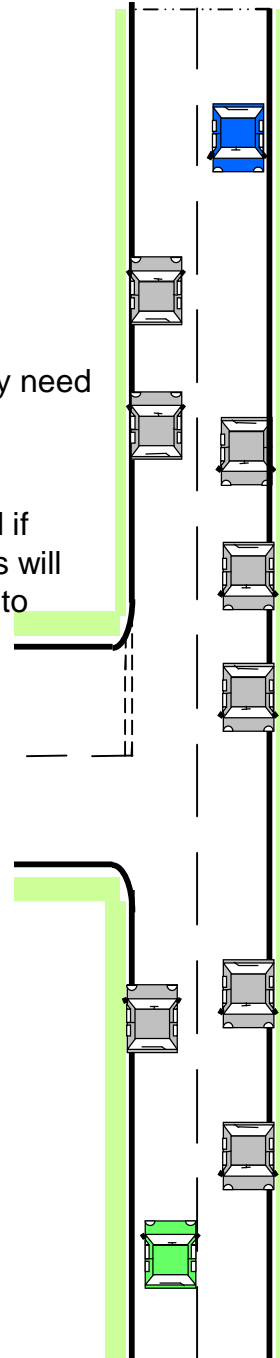
If you need to stop adopt a good 'hold back' position, approximately a car length back from the obstruction and if possible just to the left of the centre line in the road. This will give you a better view so you can assess when it is safe to continue

Where possible time your arrival so that you can continue without stopping

Carry out a final mirror check prior to moving out in case another vehicle has already started to overtake you.

Remember

- * **Think stop**
- * **Never assume priority**
- * **"The lower the gap the slower the speed"**



Study

Highway Code Rules

103, 104, 110-112, 144,
146, 147, 152-156,

Law

Highway Code Rules

112, 144

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Overtaking

This is a very dangerous manoeuvre. Before you overtake you must first decide if it is :-

Safe - make sure you have a good view ahead and behind. **Legal** - check for road signs or road markings and not near a pedestrian crossing. **Necessary** – the car ahead may turn at the next junction. Will overtaking help you to make progress?

The routine for overtaking changes slightly from the usual MSPSL routine to M(PSL)(MSM)

Mirrors Check your mirrors to make sure following traffic is not about to overtake.

Position keep a 2 second gap and make sure vision ahead is clear.

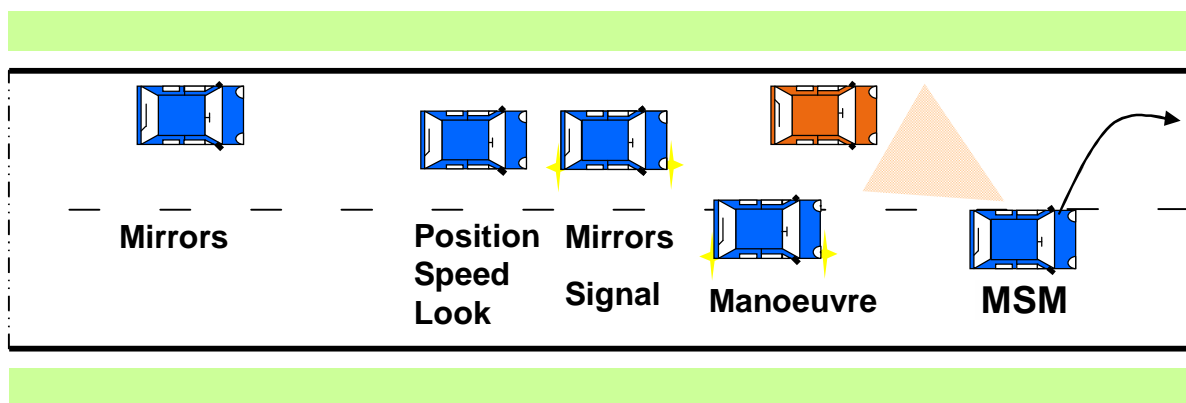
Speed keep speed the same as the vehicle ahead, consider selecting a lower gear for better power

Look ahead to ensure it is safe to proceed

Mirrors check situation behind again

Signal to let other road users know your intentions

Manoeuvre check ahead and behind again and if it's safe pull out smoothly and quickly. When you have past the car and you can see the front of that car in your left door mirror check mirror, move back into your normal driving line.



Study

Highway Code Rules

162-169, 212

Law

Highway Code Rules

165

Roundabouts

Always use **MSPSL** on approach

Approaching - As you approach look out for signs to determine the direction you need to go in so you can get in to the correct lane.

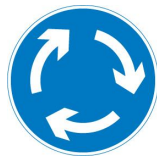
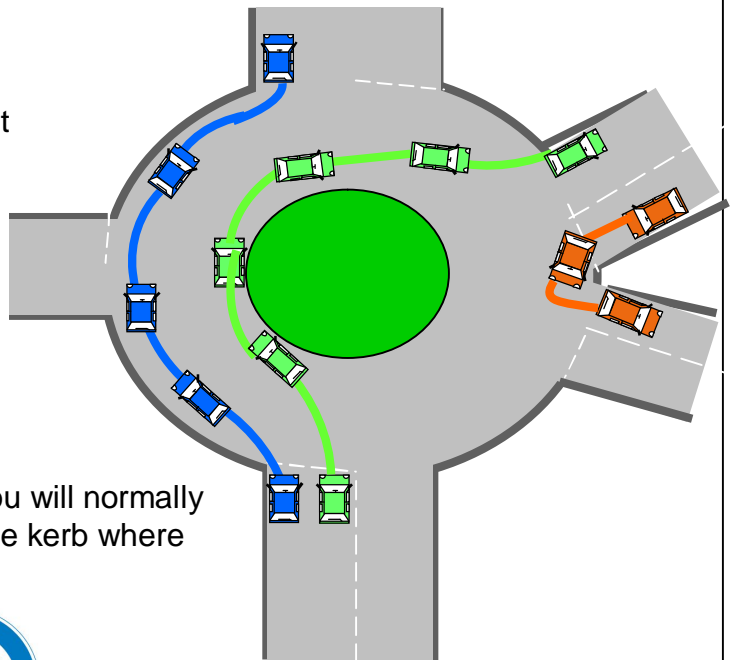
Look for a safe gap so that you can keep the flow of traffic going but be prepared to stop.

Priority - You should give way to those from the right, unless traffic lights are present.

Lanes - Lane discipline is extremely important and you must keep within your lane - do not straddle as this could cause an accident. **Never** change lanes without looking in the relevant **mirror**

On the roundabout itself, imagine there are lanes and keep to the relevant lane for your direction.

If you are going straight ahead you will normally keep close to the left, following the kerb where there is one.



Mini Roundabouts

Use the same procedure as normal roundabouts but there may not be time to signal before exiting. Mirror checks are still important. You should make sure your exit is clear before proceeding



Study

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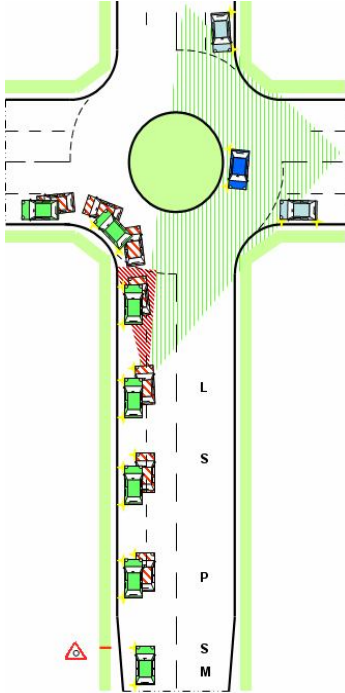
Highway Code Rules
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1st TIME

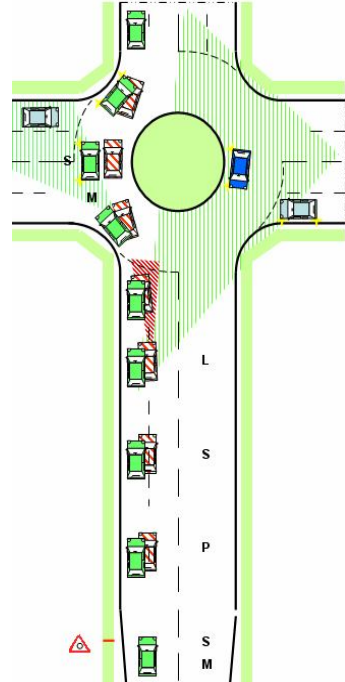
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Roundabouts (cont'd)

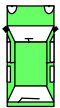
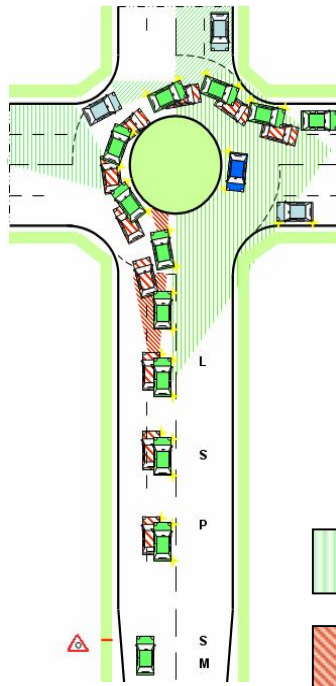
Left - 1st Exit



Follow Road Ahead – 2nd exit



Right – 3rd exit



Correct course



Incorrect course



Correct Zones of Vision



Incorrect Zones of Vision



Study

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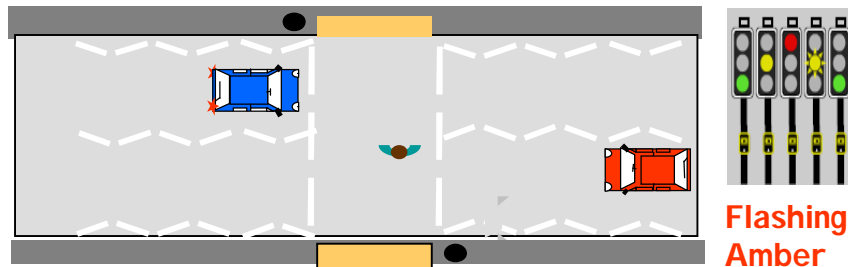
Pedestrian Crossings

Types of Crossings

Controlled

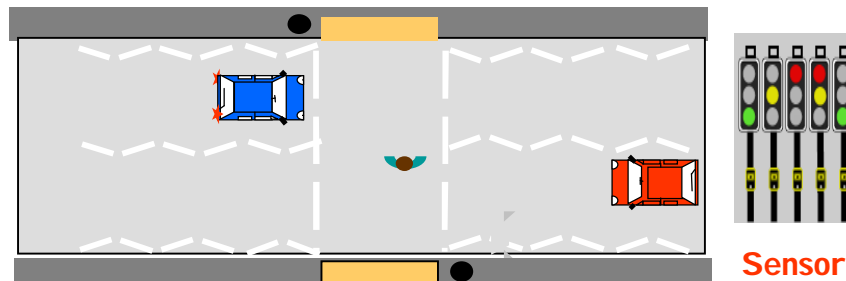
Pelican – Look for the 'wait' box which will be lit if a pedestrian has pressed the button. If it is lit, anticipate that the lights could change and be prepared to stop.

Lights sequence is almost the same as normal traffic lights, except they have a flashing amber light which means you can proceed only if the crossing is completely clear.



Puffin – Similar to Pelican crossing but has a sensor on the top to detect when the crossing is clear of pedestrians. Anticipate the same as Pelican

Light sequence is the same as normal traffic lights – the Puffin does not have a flashing amber.



Toucan – are same as Puffin but are for cyclists as well as pedestrians

Pegasus – Same as Toucan but for Horse riders and pedestrians

Cont'd



Study

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Law

Highway Code Rules

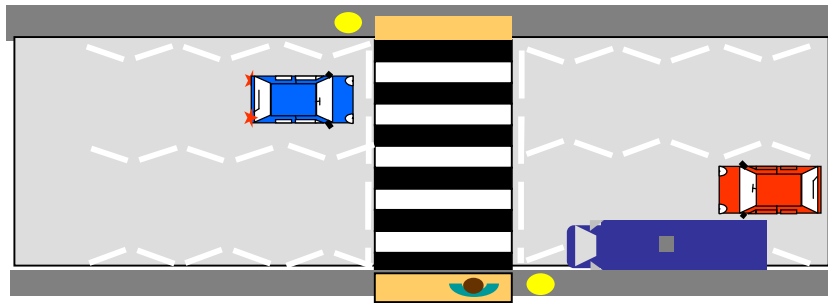
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Pedestrian Crossings (cont'd)

Uncontrolled

Zebra - if pedestrians are waiting to cross or appear to want to cross, slow down and be prepared to stop.

If you are the leading vehicle you could also use an arm signal to assist other road users.



Supervised

School crossing patrols – look out for instructions from 'lollypop' person. Stop when instructed and take extra care in looking for children running into the road. Slow down and be prepared to stop.

Identify crossings by reading the road ahead - look for the clues such as traffic signs or schools nearby. Carry out **MSPSL** routine early. Adjust speed accordingly and check the 'WAIT' box to see if it has been pressed, and traffic lights, and stop when necessary. Always stop behind the line of the crossing and never stop on a crossing when you are in a traffic jam. Wait until the crossing is clear of pedestrians before you move on.

Do not intimidate pedestrians by revving your engine and NEVER beckon them to cross – it may not be safe and they must take the responsibility.



Study

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1st TIME

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Reversing to the Left

Use MSPSL on approach – time signal carefully (1)

Assess the road to make sure it is safe to carry out the manoeuvre and check how sharp the turn is. (2)

Stop about a drains' width away and parallel to the kerb about 2-3 car lengths from junction. (3)

Look at the position of the kerb in the rear window and use this as a reference point for your final position

Select reverse gear and do POM routine, if safe, slowly reverse while looking out of your rear window

When the rear of your car reaches the start of the turn, carry out an all round check as the front of your car will swing out. (4)

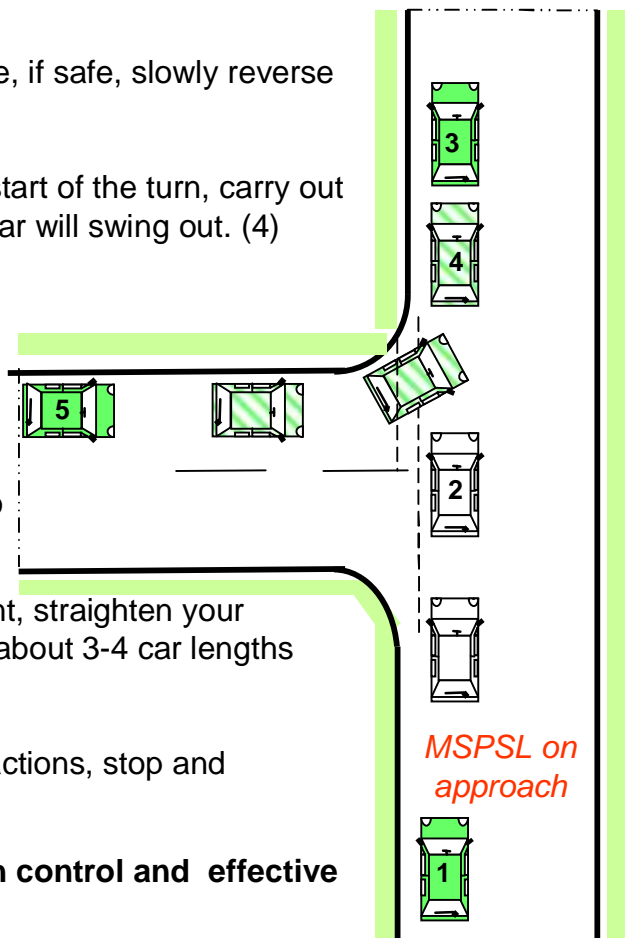
Start to turn the steering wheel to the left, keeping your car as parallel to the kerb as possible – keep looking mainly through rear window

The kerb of the new road should start to appear in your rear window.

As the kerb reaches your reference point, straighten your wheel, remaining close to the kerb and about 3-4 car lengths from the turn. (5)

Do not affect other road users by your actions, stop and assess, wait if necessary.

Key points - Slow speed, good clutch control and effective observations



Study

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Highway Code Rules

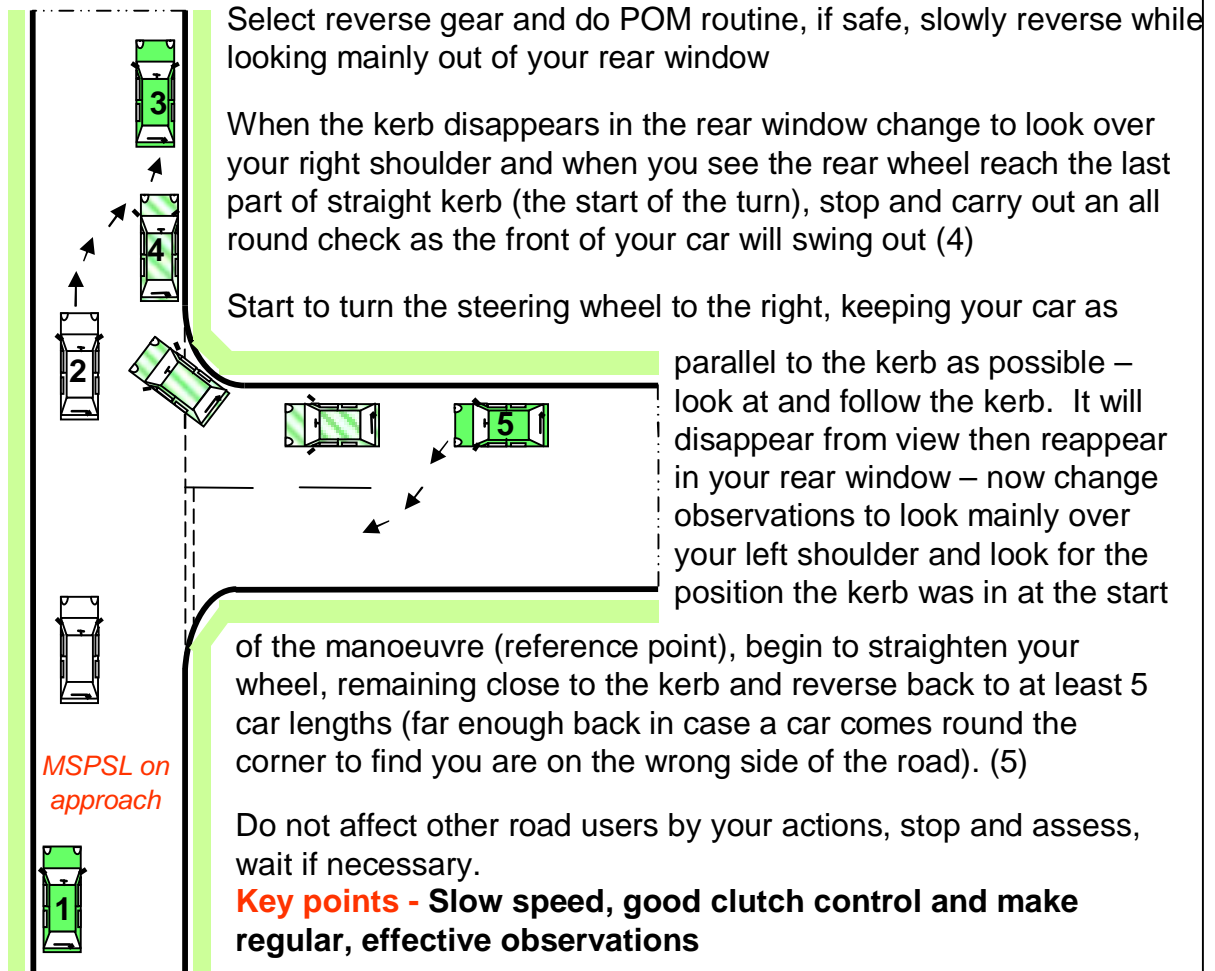
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Reversing to the Right

Use MSPSL on approach – time signal carefully

Assess the road to make sure it is safe to carry out the manoeuvre and check how sharp the turn is (1)

Stop about a drains width away and parallel to the kerb about 3 car lengths from junction. (2) Check your position with the kerb and use as a reference point later.



Study

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Reverse Parking (Parallel Parking)

Use MSPSL on approach **Do not proceed if you may put others in danger**

Position your car in a straight line about a metre away from the side of the parked car (a) and slightly ahead of it. Consider a left signal when you pull alongside.

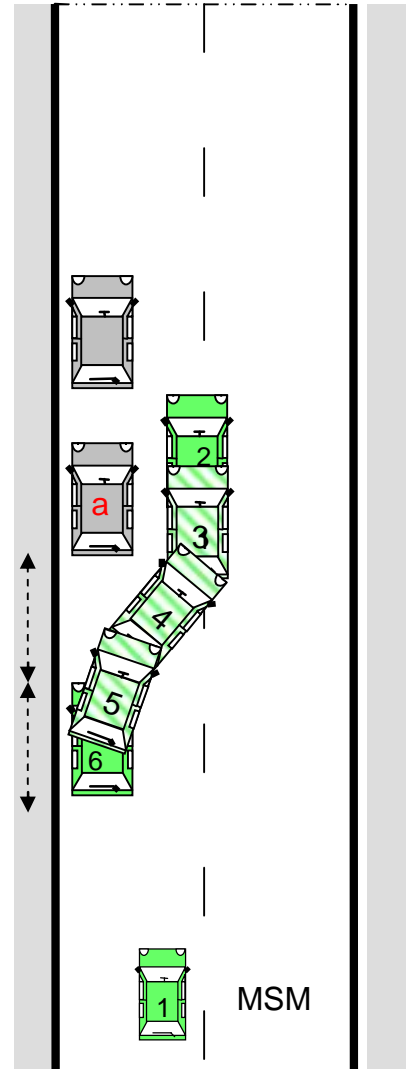
Apply the handbrake then straight into reverse gear to let others know your intentions. Use your POM routine before you proceed.

Move very slowly in reverse looking mainly out of your rear window as well as checking all around you.

When you can see the rear lights of car (a) stop and do all round check because the front of your car will swing out.

Turn the steering wheel *briskly* 1 complete turn to the left but move the car in reverse *slowly* until your nearside door mirror is level with the corner of the rear bumper of car (a). Now turn the steering wheel *briskly* 1 complete turn to the right

Continue to reverse very slowly until your vehicle is clear of the car in front then turn the steering wheel briskly 1 turn to the right then as you start to straighten up turn it once back to the left. Keep an eye on where your wheels are in relation to the kerb. Apply the handbrake



Key points - Slow speed, good clutch control and make regular, effective observations



Study

Highway Code Rules

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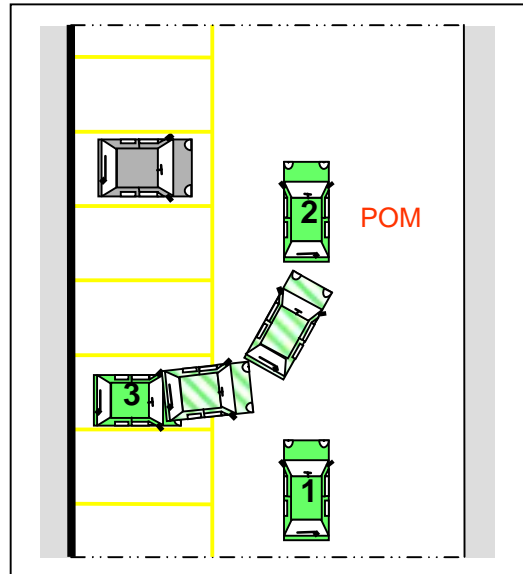
Reverse Parking (Bay Parking) on the left

Use MSPSL on approach **Do not proceed if you may put others in danger**

Key points - Slow speed, good clutch control and make regular, effective observations

Position your car in a straight line about the width of a car from bay and 1½ to 2 bays in front of the bay you will be reversing into. Select reverse gear to make other traffic aware of your intentions.

Carry out your POM routine – if it is safe to proceed, release your clutch gently to just around the bite point. The slower you go the better. When the back of your car is about half way across the bay before the target bay check all around you, if it is safe to proceed, turn the steering wheel to full lock to the left whilst still moving very slowly. Keep glancing forward but look mainly through your rear



window, also take a very quick glance in your left door mirror. You should see your back left wheel just skim the inside of the T as you turn.

When you are about half way in to the target bay check all around again and start to straighten up by taking the full lock off and turning the wheel to the right.

As a guide reverse back until the front line of the bay is level with the bottom of your door mirror

Key points - Slow speed, good clutch control and make regular, effective observations



Study

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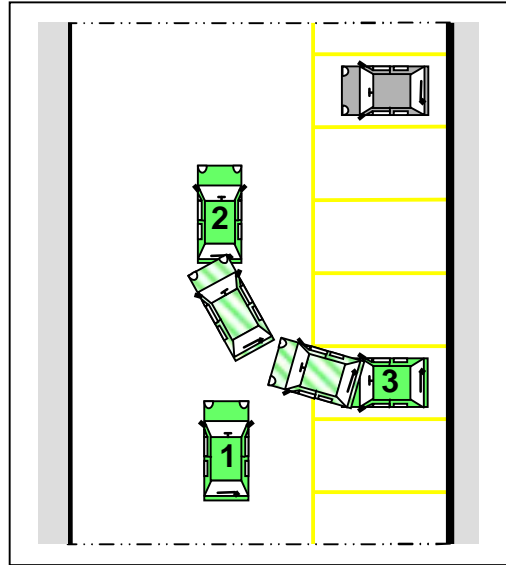
Reverse Parking (Bay Parking)

Use MSPSL on approach **Do not proceed if you may put others in danger**

Key points - Slow speed, good clutch control and make regular, effective observations

Position your car in a straight line about the width of a car from bay and 1½ to 2 bays in front of the bay you will be reversing into. Select reverse gear to make other traffic aware of your intentions.

Carry out your POM routine – if it is safe to proceed, release your clutch gently to just around the bite point. The slower you go the better. When the back of your car is about half way across the bay before the target bay check all around you, if it is safe to proceed, turn the steering wheel to full lock to the right whilst still moving very slowly. Look over your left shoulder then over your right shoulder into



the target bay. Approximately half way into the target bay start to straighten up by taking the full lock off and turning the wheel to the left.

As a guide reverse back until the front line of the bay is level with the bottom of your door mirror

Key points - Slow speed, good clutch control and make regular, effective observations



Study

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1st TIME

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Turn in the Road

Make sure it is **Safe** – not near pedestrians, children playing **Convenient** – not over driveways **Legal** – Not where 'No U turns' signs or one way street **Possible** – road must be wide enough.

Stage One - Position 1 to 2

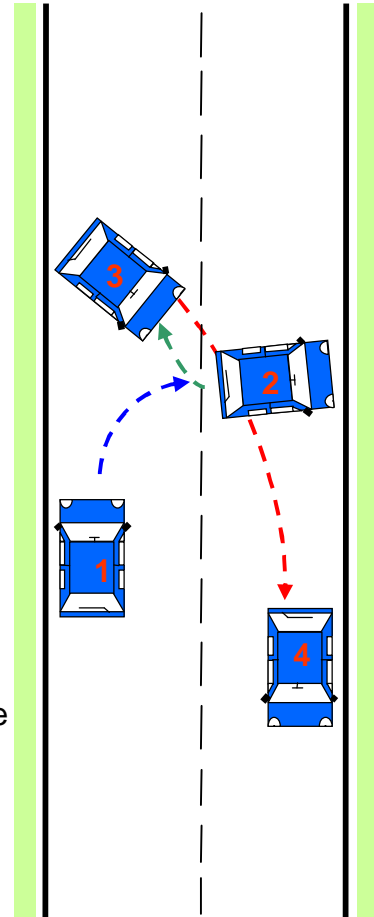
- Prepare** Put car Into 1st gear, get bite point
Observe 360° effective observation
Manoeuvre Release handbrake move forward *very slowly* whilst steering *briskly* to full lock to the right. When you pass the centre of the road quickly turn the wheel to the left to help with the 2nd part. Gently brake and press clutch down before you reach the kerb. **Apply handbrake.**

Stage two - Position 2 to 3

- Prepare** Put car Into reverse gear, get bite point
Observe 360° effective observation
Manoeuvre Release handbrake move in reverse *very slowly* whilst steering *briskly* to full lock to the left. When you pass the centre of the road steer back to the right to help with the 3rd part. Gently brake and press clutch down. **Apply handbrake.**

Stage three - Position 3 to 4

- Prepare** Put car Into 1st gear, get bite point
Observe 360° effective observation
Manoeuvre Release handbrake move forward slowly whilst steering briskly to the right and without touching the kerb.



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